

# The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 8014

九月九日元年九月九日

FRIDAY, OCTOBER 22, 1909.

五拜禮

英港十月廿二號

\$36 F.R. ANNUAL.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUND \$15,000,000  
Sterling £15,000,000 at 1/— \$15,000,000  
Silver \$15,250,000 \$15,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:  
Hon. Mr. W. J. Greson—Chairman.  
H. E. Temkin, Esq.—Deputy Chairman.  
G. Balloch, Esq. G. R. Lessmann, Esq.  
J. W. Bandow, Esq. K. Shillim, Esq.  
E. G. Barrett, Esq. R. Shawan, Esq.  
G. S. Gobey, Esq. H. A. Slab, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd October, 1909. [10]

## Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.  
KOBÉ. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWWOWHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 4½ per cent.  
" 6 " 3½ " " 3½ "  
" 3 " 2½ " " 2½ "

TAKKO TAKAMIGI;  
Manager.

Hongkong, 11th September, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 2½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 13th January, 1909. [21]

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische  
che Staatsbank)

Direction der Disconto-Gesellschaft  
Deutsche Bank

S. Bleichroeder Berlin  
Berliner Handels-Gesellschaft

Baerfuß Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt  
Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank  
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIR. UNION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of

Banking and Exchange business transacted.

A. KOHN,  
Manager.

Hongkong, 4th December, 1907. [23]

## Intimations.

A GREAT CHANCE!

A GREAT CHANCE!

Grasp it! Or you will  
never get another chance of  
getting such cheap goods  
which will be had at our  
AUTUMN SALE commencing  
October 15th.

FASHIONS of Spring and  
Summer Regal Oxford Shoes  
in + Sizes.

\$10 net.

Hongkong, 6th October, 1909. [19]

THE SAVOY, 13, Queen's Road Central.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
letters of credit on its Branches and cor-  
respondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4½ do.

Do. 3 do. 3½ do.

J. L. VAN HOUTEN,  
General Manager.

Hongkong, 1st July, 1909. [19]

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag  
ex Factory.

SHEWWAN TOMES & CO.,  
General Managers.

Hongkong, 1st August, 1909. [19]

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Underlined PORTS on or about the DATES  
named:

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI { DEVANHA { About 29th Oct. } Freight and  
Capt. H. Powell { Passage.

LONDON, &c., via usual Ports DELHI { Noon, 30th Oct. } See Special  
Capt. G. W. Gordon, R.M.R. Advertisements.

SHANGHAI, MOU, KOBE & FOONA { About 30th Oct. } Freight only.  
Capt. A. F. Vine, R.M.R.

VOKOHAMA { About 30th Oct. } Freight only.  
Capt. A. F. Vine, R.M.R.

LONDON and ANTWERP VIA  
SINGAPORE, PENANG, SOMALI { About 3rd Nov. } Freight and  
COLOMBO, PORT SAID { Capt. A. B. Cubitt, R.M.R. } Passage.  
and MARSEILLES { About 3rd Nov. } Freight and  
Passage.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 22nd October, 1909. [4]

## Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

PYJAMAS

CEYLON FLANNEL,

\$5.00, \$7.50 per suit.

TWILL ANGOLA FLANNEL,

\$8.50, \$10.00 per suit.

SILK AND WOOL,

\$10.50, \$14.50 per suit.

THE ABOVE IN ALL WEIGHTS FOR ALL CLIMATES.

LANE, CRAWFORD & CO. [30]

KUPPER'S PILSENER

BEER.

THE LEADING BEER IN THE FAR

EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909. [32]

## Hotels.

## Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 1,361 Tons, "FATSHAN" 1,260 Tons, "KINSHAN" 1,093 Tons,  
"HEUNGSHAN" 1,093 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M.  
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted  
throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,361 Tons and "SUI-AN" 1,361 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 3 P.M. from  
the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 3 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 360 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.  
Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the  
Companies' direct steamers "Luntan" and "Santai." These vessels have Superior Cabin Ac-  
commodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 24th OCTOBER, 1909.  
The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5

## Mails.

## Intimations.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROT. LUITPOLD"	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"KLEIST"	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ"	FRIDAY, 5th Nov., Daylight.
KUDAT and SANDAKAN	"BORNEO"	Middle of November. Capt. F. Semblin.

For further particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 22nd October, 1909.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Docking Length ..... 515 ft.  
Width of Entrance ... 80 "  
Water on Blocks ..... 28 "

## NO. 2 DOCK.

Docking Length ..... 376 ft.  
Width of Entrance... 50 "  
Water on Blocks ... 26 "NO. 3 DOCK.  
(IN COURSE OF CONSTRUCTION)Docking Length ..... 481 ft.  
Width of Entrance... 63 "  
Water on Blocks ..... 21 "

THESE DOCKS are conveniently situated to Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand; plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges, Ware, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codex A. P. C. 4th and 5th Edt.

Lieber, Scott, A. J., and Wallis.

Yokohama, April 26th, 1909.

## RUBBER SHARE VALUES.

## VIEWS OF INVESTOR REGARDING THE MARKET.

Writing to the *Financier*, under date September 6, a correspondent says:

The average Englishman is no financier; he gets his daily paper and reads, Continued activity in rubber shares. It is enough; he is carried away. He promptly goes and buys rubber shares at top prices, and has no one but himself to blame when a few days later he finds on a return his shares have had a considerable drop. These punters—for such they are—then probably go and sell their lately acquired holdings to let the shrewd investor once more in on the ground floor.

And it is well for some of us that these things happen. The price of raw rubber may rise and fall but the dividends of well managed rubber companies will steadily rise for many years to come, and the value of the shares will keep pace with the rising dividends. This is as certain as anything can commercially be.

## LINGOIS.

But, are rubber shares highly priced as they now stand? and are the prospects of the future fairly discounted at the present level of share values? Well, take the Liunggi Co. On May 18, their shares stood at 21s. 6d. x3, and they are to be bought to-day (nearly three months later) at 22s. 6d. The dividend for 1908 was 60 per cent. on an average selling price of rubber 4s. 4d. and the result was obtained from little more than 70,000 trees. They have, excluding the Kamuning property, some 200,000 trees 3½ to 6 years old; i.e., just about coming into bearing, and another 170,000 trees 2½ to 3½ years old, with a further 209,700 trees 2½ years and under. Add to this that they retain a half interest in Kamuning, for the development of which they have not got to pay one penny. On the contrary, they received some £5,000 from the Kamuning, which they can use for the further development of their 4,000 odd reserve acreage; they have harvested a crop in seven months equal to their whole crop for the year 1908, and are selling the crop shilling above last year's prices. I think then, as far as this company's shares are concerned, they are standing at tens of shillings below their intrinsic merit.

## BERTAM, CO.

Among the companies whose shares stand at high prices Liunggi is no exception case; other well-managed companies could make as good a showing. Take Straits Settlements (Beram) Rubber Co., which I consider a low-priced share. On May 18, these shares stood at 27s., and to-day they are to be had under this figure. They are just about to become a big producing company; their crop for this year will probably reach 100,000 lbs. Are their shares over-priced? Let us compare them with Kamuning, the prospects of which company are reflected by the shares standing at about 150 per cent. premium, notwithstanding the fact that the company has only just been started. Beram have nearly two and a-half times the total acreage of Kamuning, have nearly one thousand more acres planted with rubber, with a further 700 acres ready for planting; the official (under) estimate for rubber for the current year is 80,000 lbs, against 55,000 lbs. for Kamuning, while the latter have added revenue from the equivalent—to say, the profit on 20,000 lbs. of rubber. On the whole, the present revenues of the two estates are somewhat on a par, but Beram have 12,642 trees 3½ years old and 44,679 older trees, which compares more than favourably with Kamuning. Both companies have sufficient liquid assets to bring three to four thousand acres into bearing, so taking Beram's larger reserve acreage and planted area, with its lesser capital—£175,000, against £200,000—no one can say that Beram at little over 25 per cent. above par are anything but under-priced, while Kamuning stand at 150 per cent. over par, and are, in the opinion of everyone, who knows anything about rubber, cheap shares at that.

## SHELFORDS AND PERAKS.

Shelfords and Peraks are, in my opinion, two more under-priced shares. The latter company's crop for the current year is working out at three times last year's crop, and, with the better prices for rubber, it needs no mathematician to forecast that, as they declared a 10 per cent. dividend on last year's working, they should declare a dividend well over 30 per cent. for the current year, while Shelfords are without doubt, at their present price of under 30s., the cheapest share offering in the market. Goldcondas, Java Plantations, Damansara and Kuala Lumpur are also shares which one day the public will sigh over because they did not buy to-day.

But I think I have said enough to show that share values are not inflated, and when it is considered that those best able to judge the future of the raw rubber market—buyers, sellers and manufacturers alike—make no secret that, in their opinion, the present generation is not likely to see the price of raw rubber fall below a figure at which plantation rubber companies can make a handsome profit, the genuine investor has nothing to fear and much to be thankful for, not the least of which is the constant reactions which give him the opportunity to get in at low prices.

## AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CANNA ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies' and Children's Underclothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES, to be made into Books for the Children of the Poor Schools, who are taught by the Misses.

Never wear old silk.

## For Sale.

SPECIAL SALE OF WORK  
in aid of the  
ORPHANS AND THE HOME FOR THE  
DESTITUTE.

The Superiors and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiors and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wan Chai.

ITALIAN CONVENT,  
28, Caine Road,  
Hongkong, 11th October, 1909.

## FOR SALE.

JUST RECEIVED:  
A SELECTION OF  
FLOWER, VEGETABLE AND  
FRUIT SEEDS  
in packets of 10 cents each  
AND  
Parcels from \$1 to \$10 each.

## LAWN GRASS SEEDS.

## FERTILIZER.

Garden Boots with wooden soles and thick  
felt lining.

Pictorial Guide to Gardening, &amp;c., &amp;c., &amp;c.

Inspection invited—

GRACA & CO.,  
27, Des Vaux Road,  
Hongkong, 9th October, 1909.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTESAND  
TOILET REQUISITES.

## FOR SALE

11, U'GUILLE STREET,  
HONGKONG.

Honolulu, and San Fran., 1909.

## Intimations.

D. NOMA,  
PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS,  
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Princes of Wales, the H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources,

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st November, 1909.

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

2.00 A.M. to 9.00 A.M. ... Every 10 minutes.  
7.30 A.M. to 10.00 A.M. ... Every 10 minutes.  
10.00 A.M. to 11.00 A.M. ... Every 15 minutes.  
11.30 A.M. to 12.45 P.M. ... Every 15 minutes.  
12.45 P.M. to 1.15 P.M. ... Every 15 minutes.  
1.15 P.M. to 1.45 P.M. ... Every 15 minutes.  
1.45 P.M. to 2.15 P.M. ... Every 10 minutes.  
2.15 P.M. to 3.00 P.M. ... Every 15 minutes.  
3.00 P.M. to 3.45 P.M. ... Every 15 minutes.  
3.45 P.M. to 4.00 P.M. ... Every 10 minutes.

## NIGHT CARS.

8.45 P.M. and 9 P.M. to 11.15 P.M.  
every half hour.

SUNDAYS,

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.  
9.00 A.M. to 10.00 A.M. ... Every 10 minutes.  
10.30 A.M. to 11.00 A.M. ... Every 15 minutes.  
11.45 A.M. to 12.45 P.M. ... Every 15 minutes.  
12.45 P.M. to 1.15 P.M. ... Every 15 minutes.  
1.15 P.M. to 1.45 P.M. ... Every 15 minutes.  
1.45 P.M. to 2.15 P.M. ... Every 10 minutes.  
2.15 P.M. to 3.00 P.M. ... Every 15 minutes.  
3.00 P.M. to 3.45 P.M. ... Every 15 minutes.  
3.45 P.M. to 4.00 P.M. ... Every 10 minutes.

## NIGHT CARS at Week Days,

SATURDAYS,

Extra cars at 11.15 P.M., 1.15 A.M., and 3.45 A.M.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central,

JOHN D. HUMPHREYS & SON,  
General Managers,

Hongkong, 1st April, 1909.

Never wear old silk.

Never wear old silk

Intimation.

# Powell's

HAVE JUST  
OPENED THE  
FIRST  
CONSIGNMENT  
OF  
Ladies'

AUTUMN

and

WINTER  
COATS,  
SKIRTS,  
COSTUMES,  
ULSTERS

ALSO

A good variety of

CHILDREN'S  
COATS.

The cut of these Garments is Superb and the newest colorings only are displayed.

SHOW ROOMS  
AND  
FITTING ROOM  
ALEXANDRA  
BUILDINGS.

## Entertainments

### HONGKONG VOLUNTEER CORPS.

A GRAND OPEN AIR CONCERT will be held on Volunteer Parade Ground TO-MORROW, October 23rd, at 9.15 P.M. in aid of the funds of the Diocesan Girls' Orphanage.

Admission..... \$1.  
Tickets to be obtained at Volunteer Head Quarters or from Members of the Committee of the Orphanage and Ladies' Benevolent Society.

Hongkong, 22nd October, 1909. (697)

### MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of  
HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 30th, from 2.30 to 7 P.M.

Many novelties suitable for Christmas presents:

4 P.M.—Variety Entertainment (arranged by Miss Ella Rose).  
6.15—Play "A Pair of Lovers" (Cast: Mrs. Worthington and Captain Baird, The Buffs).

If well, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Ooteshaw, Surrey.

NO CHITS TAKEN.  
Hongkong, 18th October, 1909. (721)

### Intimations.

#### HONGKONG JOCKEY CLUB.

##### NOTICE.

A N EXTRAORDINARY GENERAL MEETING of MEMBERS of the above-Club will be held TO-MORROW, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,  
Clerk of the Course,  
Hongkong, 22nd October, 1909. (705)

#### THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL  
on  
FIRST FLOOR OF NO. 25 DES. VUEUX ROAD  
CENTRAL  
(opposite the P. & O. S. N. Co.'s office.)

#### OPENED DAILY:

From 11 A.M. to 5 P.M.  
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.  
Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Perfumes.  
Screens, Pictures and Photo Frames.  
Preserves and Canned Goods.  
Writing Inks and Paper, &c.

Hongkong, 25th September, 1909. (675)

#### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP..... \$1,250,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

#### THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 10th March, 1908. (688)

#### FURNITURE WAREHOUSE.

#### LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

AT

No. 39, DES VUEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary, and gave us every satisfaction."

(Sd) A. S. WATSON & CO.  
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 10th August, 1909. (698)

## THE MISPLACED TIGER.

### THRILLING ADVENTURE IN SINGAPORE.

Marselles no doubt can now claim some distinction as being the latest large city to enjoy a reign of terror under the sovereignty of a mis-placed tiger. For experiences of that kind, however, no town of importance in all the world can aspire to rank in the same plane with Singapore. I have known two tiger hunts in the heart of the town, as well as a boar hunt and a boa-constrictor hunt—all strictly unexpected and impromptu—in the compound of Raffles' Hotel, which was then the leading caravanerai in British Malaya.

The most interesting of these events, and the most exciting, occurred one fine morning in Lent, about seven years ago, and thrilled the whole peninsula. It happened this way.

The little coasting steamer that runs between Singapore and Pahang arrived in harbour one day with a magnificent specimen of the Pahang tiger, roaring himself hoarse and lashing his tail inside a small but stout native-made cage on the after-deck. The Chinese supercargo had picked it up cheap at the northern port. Its brown-skinned captors could not afford to feed it so it was a fierce and hungry beast of prey. "Just the sort of tiger to buy on spec," said the supercargo, and he bought it.

#### HAWKING THE TREASURE.

When he arrived at Singapore he set about hawking his treasure. As luck would have it, a wealthy Chinese towkay, or merchant, had just retired from business a day before the steamer came in, and he was looking for some sort of a pet, or souvenir, to take back with him from the Straits to China. This towkay heard of the Pahang tiger, and, with the curious and wholly incurable ambition of his race, he hired a sampan out to the steamer and bought the brute at the supercargo's own figure.

Then he took it home, cage and all, in a car. Then he got a chair and filled his pipe, and sat down with true Chinese self-absorption to enjoy himself and listen to the roaring. Noise is not considered a nuisance by the Oriental, and the neighbours who heard the towkay's pit said nothing, and went about their business as if it were only a sparrow chirruping on the housetop.

Presently the music of the great brutes hunger song lulled the towkay to sleep—fast asleep. His head lolled forward on his breast, and he snored at the cage of the tiger.

This was the last straw in the load of indignity that weighted the unhappy captive's soul, and with one final and gigantic spasm of anger he rent his narrow cage asunder and sprang out into the rosily-fingered dawn of the tropic city. The towkay still snored on with the ineffable calm of the Celestial.

When the tiger got out of the house he felt himself wholly baffled by the strangeness of his environment. No trees, no rocks, no monkeys—nothing but houses and streets.

#### ON THE ROOF.

He sprang on top of a house. The tiles cracked under his giant paws; the rafters bent and his haunches sagged through the roof. The place was full of Chinese coolies. With an uncouth chorus of terrified yell, they picked themselves out of their cots, and fled like madmen. Hares. With an equally unearthly and still more horror inspiring roar, the miserable tiger dragged himself out of the hole in the roof and sprang to terra firma. He found himself in a tiny compound—the backyard as we would call it—of a house in the Chinese quarter. For half a mile similar backyards reached down the long line of houses. Six foot fences separated these backyards.

Howling his anguish to the four winds, this jungle-bred tiger proceeded to bound over one, after the other of these backyard fences in one of the strongest hurdle races of history. The inhabitants of the quarter meanwhile rose up like one man and struck to the stars.

At the end of the row of houses the tiger came to a street where a Sikh policeman was meandering along with his rifle loaded, looking for trouble. He took a pot at the tiger.

The dawn was now bright morning. The shot alarmed the town. It was a Roman Catholic anniversary. The Cathedral of the Good Shepherd, close by, was full of worshippers of all breeds and colours. To them came the echo of the shot and the roar of the wounded tiger, together with the ejaculations of the multitude. They huddled closer together and redoubled the fervour of their prayers. Among them were two brave Eurasians with pleasant Portuguese names—who had recently enlisted in the Singapore Rifle Volunteers. These gentlemen were bakers and confectioners by trade, and skilled in the making of ice-cream. They rose from their pews, made their proper genuflections, and rushed out to save the town.

#### THE PURSUIT.

Meanwhile, the tiger, hotly pursued by the Sikh policeman, burst into a coolie lodging-house and hid himself under a bunk. The coolies fled and never came back.

Crowds collected—hordes. Into these, breathless and perspiring, presently ran the two Portuguese, on the double. They had donned their new khaki uniforms, and their saucy sombreros, and their trusty rifles were loaded to the brim.

Chinese crackers were then procured, and lighted, and cast upon the luckless brute, literally by the million. Shots were fired in volleys and at random by the brave Volunteers and the Sikhs.

Presently the tiger ceased roaring. His moans ceased. He lay still under the bunk. The door of the house was opened and he was shot at for another ten minutes. Then the Portuguese were ordered to withdraw, while the Sikhs trotted off to headquarters to report.

In half an hour's time he returned with an inspector, and the door was again opened. The tiger was by this time shot to bits. His hide was as porous as a fishing net. Nevertheless, the inspector had to shoot high before he

could be declared officially dead. He shot him.

A sleepy King driver came ambling along with a municipal bullock-cart. He was followed by the inspector, and, with half a dozen others, made to haul out the messy remains of what had been a fine Pahang tiger.

Meanwhile a jirrikha came tearing down the street to the outskirts of the crowd, where there arose a fresh and poignant screaming.

"My tiger! Oh, my tiger!"

Fat, but distract, the towkay was shrieking for the pet he had lost for ever. E. A. Murphy in *Daily Express*.

## Intimations.

### COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On SATURDAY, the 23rd October:

From Stonecutters' West in a Westerly direction, at ranges up to 6,350 yards, commencing at 9.30 A.M., and finishing at 12 noon.

From Pinewood in a North-Westerly direction, at ranges up to 6,350 yards, commencing at 1 P.M., and finishing at 4 P.M.

If the weather is unfavourable on or the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

F. H. MAY,  
Colonial Secretary.

Hongkong, 22nd October, 1909. (725)

## REGRET

You will NEVER if you

#### VISIT

#### MOHIDEEN &

#### D'AGUILAR STREET,

#### the

#### NEW JEWELLERS

#### AND DEALERS

#### in

#### CEYLON PRECIOUS

#### STONES

of every description, and

#### other GEMS.

Hongkong, 11th August, 1909. (670)

[REDACTED]

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

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AERATED WATER  
MANUFACTURERS.

## SPECIALTIES:

DRY GINGER ALE.  
LIME FRUIT CHAM-  
PAGNE.ORANGE CHAMPAGNE.  
STONE GINGER BEER.PALATABLE  
AND  
REFRESHING

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water  
make excellent refreshing beverages.  
Guaranteed to be made from the  
pure juice of sound ripe fruit.A. S. WATSON & CO.,  
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

## NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's Name and Address.

Ordinary business communications shall be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATE.—(IN ADVANCE.)

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 22, 1909.

## CONCERNING THE ESTIMATES.

It is to be presumed that after the tremendous spate of talk which deluged yesterday's proceedings at the Legislative Council all those who have exhibited concern regarding the Estimates for next year's revenue and expenditure are happy and content to retire into their modest shells for another period of sennolence. Not that the debaters accomplished very much, but then no unofficial member does expect to set the harbour on fire; what they proved was that the Colony is served by several strenuous gentlemen who have the best interests of the land of their adoption at heart, gentlemen who are not afraid to speak out plump and plain when they are at variance with the Government. The unfortunate thing is that it requires such an enormous amount of pounding to drive unofficial views into the heads of the officials that it is seldom immediate results become perceptible. One of the features of a debate on the Appropriation Bill is the latitude allowed members in their reference to the Colony's affairs. It is possible to deal with any subject on earth without being called to order, for the simple reason that the debater can submit apparently cogent arguments to prove that he is not wandering outside the question at issue. Yet it cannot be said yesterday that the unofficial members took undue advantage of such privileges as were allowed them. The effect

however, of bringing in a great variety of subjects was shown by the difficulty experienced by His Excellency the Governor to give adequate attention to each in proportion to its merit when it came to wind up the debate. One fact is beyond dispute: the Budget may not be exactly a popular one, but it is not regarded as unsatisfactory. It is deemed the best that the Government could have produced in the circumstances. While it is not flawless, it abounds in examples of the Government's sincere endeavour to meet the exigencies of an exceptional situation. Each and all of the unofficial members had something to say, but there was little that was new in the speeches. The fact is that all the principal questions have been flogged to death. We know to a nicely what each individual member thinks of the military contribution, the subsidiary coinage question, the premise of "substantial" compensation by the Imperial Government for the loss in revenue resulting from the closing of the opium divans and the anticipated restrictions on the opium traffic, the collection of liquor duties, the expenditure on public works, the cost of the railway and all the other matters which have cropped up since the present Governor came into power or were handed down to His Excellency by his predecessor. We are so well acquainted with the views of members that those of us in this compact community who give attention to local politics can almost repeat the pet phrases of the advocates or opponents of the several measures and methods proposed, adopted or in course in incubation. No wonder, then, that Mr. Murray Stewart thought it wise for a moment to ride his favourite hobby and refer affectionately to that ancient curiosity the Clock Tower. We fancy that while he was eulogising that monumental travesty of architectural beauty he kept his tongue in his cheek and really enjoyed himself in the role of Philistine. The humour of it was to be found in the inimitably serious—we had almost written ponderous—way in which he tackled a subject which is usually caricatured or lampooned. It is unfortunate that the Colonial Secretary was not in his happiest Irish vein when it became his duty to reply, but, perhaps, he felt that it would be ungenerous to detract from the fun of the fair—and so we got a marvellously lifelike imitation of the bureaucratic style. Mr. Stewart had a fling at irresponsible writers in the press, which was neither ill-advised nor unwarranted, seeing that he has been made the victim of an attack by some anonymous correspondent hailing from Cottonopolis. But while we have no reason to disagree with the views of Mr. Stewart on this subject, we are surprised to find that he should allow himself to be annoyed by any suggestion emanating from some mysterious quarter, that the unofficial members of the Legislative Council are animated by considerations of self-interest when they come to deal with fiscal questions affecting the Colony. No sensible man, either in Hongkong or in the United Kingdom, would give the slightest heed to such a base insinuation. It is one of the cardinal beliefs entertained by all right-thinking people that the motives of our legislators are as pure as the driven snow, and nothing has happened in Hongkong to lead anyone to think otherwise. Mr. Stewart may rest assured that he and his colleagues rest under no imputation so far as those qualified to judge are concerned, and those whose minds are filled with germs of jealousy and prejudice are not worth a second's consideration. His Excellency the Governor also spoke on this topic, and related how the Government was at all times willing to give the real facts to the members of the press when these were desired. We grant that to be the case, but if the press were to bombard the Government with questions whenever facts had to be ascertained we are inclined to fancy that the newspapers would in time become the medium of disseminating nothing but official facts—which would be bad for the Colony and for the Government. On the subject of opium, members had, as a rule, arrived at the conclusion that indulgence in the so-called vice was prohibited, absolutely and for ever, the Chinese would turn to alcoholic liquor in order to obtain the stimulating effect which had previously been found in the use of the opium-pipe. Dr. Ho Kai, however, denied that the Chinese would turn to intoxicating drink, but His Excellency the Governor was not convinced that the wish would come true. One interesting remark made by Mr. Murray Stewart at the close of his speech is worth reproducing. He declared that the Government should lean as lightly as possible on the revenue derived from alcohol and added: "A prudent if remote reason is suggested by the interesting fact that when the Opium Farm was first started in this Colony, the Colonial Treasurer, after objecting, in vain, against it on the ground that it was improper to get revenue from vice, resigned. The whirling of time has revenge him, and inasmuch as it is the avowed object of the best and most consistent writers on the opium question to attack alcoholism once opium is out of the way, perhaps we should not altogether disregard the warning." It is at least

## Typhoon Aftermath.

## H.M.S. "FLORA'S" MISSION.

## FISHING VESSEL IN DISTRESS.

News of the successful rescue, by H.M.S. *Flora*, of the crew of the Norwegian steamer *Ragnar*, on Patti Island, near the Paracels, is anxiously awaited in the Colony. So far it is extremely satisfactory to learn that His Majesty's cruiser has been kept in touch with the Admiralty officials in Hongkong by wireless. The latest information, up to noon to-day, has been received from the commander of the *Flora*, to the effect that at nine o'clock last night the cruiser was anchored off the Amphilite Group. At daybreak to-day she left for Patti Island where the marooned crew of the *Ragnar* had sailed at the date of Capt. Angenson's urgent telegram to Hongkong asking for immediate assistance to be despatched to the scene of the disaster.

## RIVER STEAMER ASHORE.

When news arrived in the Colony by letter from Canton yesterday, owing to the collapse of the telegraph land lines, reporting that no damage or casualty had occurred in that city as a result of the typhoon, it was hoped that the large fleet of river steamers had escaped with perfect immunity. That hope was not realised, however, when Intimation reached a well-informed source of information in Hongkong to-day advising that the river steamer *Takking*, belonging to the Sz Yap Steamship Co., had been driven ashore during the typhoon which also struck the port of Kongmoon. The exact location where the *Takking* is aground is stated as Pak Kai, near the Chinese Custom House, at Kongmoon. No details were available in the forenoon to-day concerning the mishap. Our representative was, nevertheless, informed that it is not believed that any loss of lives attended the racing aground of the *Takking*. It was a fortunate circumstance that the floating population at and around Kongmoon had been forewarned of the approach of the typhoon, so that passengers who are usually taken by boats from Sz Yap and other landing stages did not proceed on that day to Kongmoon for embarkation to Hongkong. The *Takking*, therefore, on the voyage in question carried no passengers to speak of. As the steamer was driven ashore on a muddy bottom on the bank of the river, the opinion is held that she has sustained no damage at all, and that her refloating will be easily and safely accomplished.

## THE DREDGER "ST. ENOCHE."

at latest report to-day, was still on the beach at Shaukiwan. The second attempt to pull her off last evening did not prove a success. So far as it has been able to ascertain by a cursory examination of the hull, in the position where the dredger lies, expert opinions hold that the *St. Enoche* has not suffered any structural damage. Such being the case it is just a matter of a little time before the capable bands of the Taiwo dockyard get the dredger in her elements again and in the same excellent condition that she was before she took the ground on Tuesday last.

## SHIPPING REPORTS.

Capt. St. John George, of the E. and A. S. S. Co.'s *Aldernham*, which arrived from Sydney, via Macao, last evening, reports that, when 32 miles SSE. of Waglan Island, she met three junks with jury masts. One of the junks asked for water and provision and, after giving her an adequate supply, the *Aldernham* proceeded on her voyage, arriving in Hongkong later in the evening.

The German steamer *Quarta*, with a cargo of sugar from Java, also encountered a heavy typhoon in the China Sea, but went through it without any incident of noteworthy importance to report.

The H.A.L. *Brigadier*, Capt. Schwinghamer, arrived from Singapore yesterday. She came across a wreck on the same afternoon at half past four o'clock. The position of the derelict was: Green Island rock true bearing N. 8° E.; Lingling Island, South Rock, true bearing N. 78° W. The *Brigadier's* experience was one of heavy weather and rough seas, with south-westerly winds. The vessel had a tough time of it in weathering the severe typhoon.

## A MESSAGE FROM THE "CALCHAS."

As in the big typhoon of 1906 the fishing junks appear to be the greatest sufferers by the typhoon as can be gathered from the reports filtering in with the arrivals of the ocean steamers from the South. The latest to reach the port is one from Alfred Holt's steamer *Calches* one mile to the N.E. of Gap Rock to-day. That vessel signalled having passed several damaged junks all of which are requiring help. The position of the *Calches* was 29 miles South 20° degrees West.

## ASHORE AT PILLAR POINT.

In addition to the report from the *Calches*, a further communication has been received that two deep-sea junks are ashore at Pillar Point, just about the position where the Ying King founded in the fatal typhoon of 1906. We hear that the *Stanley* has been despatched to render assistance not only to the junks at Castle Peak Bay but will also proceed to the rescue of the fleet off Gap Rock reported by the *Calches*.

## VESSELS IN DOCK.

At an early hour this morning the Dock Co.'s tow-boat, the *David Gillies*, took the Standard Oil Co.'s sailing vessel *Lynnhurst* in tow across to Hungsho, where she will be drydocked to repair the damage sustained in her collision on Tuesday with the T. K. K. a. *Hongkong Maru*. The latter vessel was also towed round to Kowloon to-day and will undergo repairs at the hands of Mr. R. M. Dyer's staff at Hungsho.

## CAVALRIES AT SHAU-KI-WAN.

The greatest damage to Chinese craft caused by Tuesday's typhoon seems to have been sustained at Shau-ki-wan. Up to 8 a.m. to-day the Government dredger *St. Enoche*, which went aground near the Taiwo Sugar Works, was being lightered out, the work of towing

her off is expected to take a little time. Near the Sai Wan Ho Market a large salt junk of 6,000-pcubic capacity was washed high and dry, news of which was received only this morning, up to which time the owners were waiting for an opportunity for the tide to refloat her. A junk was also driven against the playa wall with great force and dashed to pieces. The only other damage done appears to have been confined to telephone poles, which were twisted out of shape and the damage to the instruments themselves is of extensive character.

## AT ABERDEEN.

The roads and sea-walls at Aberdeen have been badly broken up, but otherwise no other damage has been reported.

## ANOTHER TYphoon.

We are indebted to the American Consulate-General for the following telegram received at 3:30 p.m. to-day from the Manila Observatory:

Manila, October 22, 1909, 3 p.m.

Cyclone of typhoon Pacific Ocean about halfway between the Carolines and Philippines, moving W. or W.N.W.

## CANTON RAILWAY DAMAGE.

Canton, 21st October. Owing to the heavy rains of Tuesday and Wednesday considerable damage has been done to the Canton-Taikoo Railway in the section from Yuen Tan to Pa Kong Hau. No train has been running on this section since yesterday until the necessary repairs have been completed.

## HARBOUR ACCIDENT.

Though no extensive damages were suffered in the city of Canton by the recent typhoon as reported yesterday, it is now learnt that, during the violent squalls on the night of the 19th inst., four sampans were capsized in the harbour and five or six persons were drowned. The Central Relief Committee sent out a number of its members to ascertain if there had been any casualty by the typhoon. These men engaged a launch to cruise round the harbour and were in time to rescue about half a dozen persons from drowning on board the capsized vessels. For this action the charitable members of the Relief Committee are commended by this general public.

## CANTON INSURANCE OFFICE, LIMITED.

## ANNUAL MEETING.

The twenty-eighth ordinary meeting of shareholders of the Canton Insurance Office, Ltd., was held at the offices of Messrs. Jardine, Matheson and Co., Ltd., general agents, in the forenoon to-day. The Hon. Mr. W. J. Grosson presided. There were present: Sir Paul Chater, Messrs. E. Shellim, D. W. Craddock, F. Maitland, (Consulting Committee), L. N. Loof (Secretary), Lo Cheung Shiu, H. Percy Smith, D. D. Gaspar, F. J. V. Ribeiro, Wong Leung Him and Ho U Sang.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, the reports and accounts have been in your hands for some days and I will therefore with your permission take them as read. Since our last meeting Mr. G. C. Moxon has resigned his seat on the Board, and your Consulting Committee filled the vacancy thus caused by electing Mr. D. W. Craddock of the Canadian Pacific Railway Coy.—an appointment which, in a few minutes, you will have an opportunity of giving your assent to. The year's operations that come under our review have been attended, I regret to say, with the same adverse conditions, chiefly in London, as those which we experienced in the previous year. The reduction in premiums received is directly attributable to restrictions we placed upon London underwriting, and the casting off of sources of business found to be unremunerative at the rates to which reckless undercutting had brought them. The losses have been heavy, but they have fallen more upon the earlier part of the year than was the case in 1907 and, therefore, subject to the warning I have uttered before on a previous occasion as to what may occur we can now and if December, there should be ample provision giving you assent to. The year's operations that come under our review have been attended, I regret to say, with the same adverse conditions, chiefly in London, as those which we experienced in the previous year. The reduction in premiums received is directly attributable to restrictions we placed upon London underwriting, and the casting off of sources of business found to be unremunerative at the rates to which reckless undercutting had brought them. 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**Telegrams.****"HONGKONG TELEGRAPH" SERVICE.****LORD KITCHENER.****DEPARTURE FROM PEKING.**

[By courtesy of the "Sheung Po."]

Peking, 21st October.  
Lord Kitchener left Peking for Tientsin yesterday.

The Chinese Government ordered a special train to convey the British Field-Marshal to Tientsin.

**TAI HUNG-TZE.****A WELL-INFORMED OFFICIAL.**

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Prince Regent, finding that Grand Councillor Tai Hung-tze is well-informed concerning the Provincial officials, submits all memorials denouncing such officials for his decision.

His Excellency's recommendations are generally adopted.

**NAVY FOR CHINA.****AN URGENT NEED.**

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Chinese Minister to Holland has memorialized that, although the Hague tribunal is ostensibly for peace, in reality it is for the increase of armaments with an eye by the Powers to the East.

It is therefore rather dangerous for China.

The Minister urged that a Navy should be built for China's own protection.

**NEW PORTS.****PROPOSED ESTABLISHMENT AT CHIENTAO.**

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Waiyupu has notified the Foreign Ministers that, on the 1st November, 1909, Lung Cheng-chun, Kuk Chi-kuai, Tao To-kow, and Pak Cho-kow, in Chientao, will be opened as commercial ports.

**P. R. C. KHAGATTA.**

So far only one event has been fixed for the V.R.C. regatta, viz., that of the Chairman's Challenge Cup. Other events are expected to be fixed at an early date. The distance of the race for the Challenge Cup is one mile to be rowed in four-oared boats, and the entrance is \$10 per crew. Entries close on Wednesday, 27th inst., at 6 p.m., when boats will be picked. The entries so far are very large.

**COLD STORAGE PROBLEM.****RECEIVING ATTENTION IN INDIA AND CHINIAN SHIPPING CIRCLES.**The London correspondent of the *Brimingham Daily Post* states that the problem of cold storage on the India and China routes is receiving serious attention in shipping circles. According to his statement, the problem will probably be tackled in the first instance experimentally with some of the steamship trading with Bombay. These vessels already possess a refrigerating plant, the extension of the pipe system to an enclosed section of the cargo space offers no technical difficulties, but new ships will doubtless be designed with cold storage accommodation as a matter of course. It is said that the freight earned by the South African and South American services upon the carriage of fresh fruit is £6 and £7 per ton respectively. The produce mentioned likely to be brought on the homeward voyage includes Chinese pick and Bombay mangoes. For the outward voyage there would be a market in Asiatic ports for apples and other fruits.

For stealing six pieces of silk worth 20 cents from a lighter in Kowloon Bay, a coolie was given four days' hard labour in the Police Court this morning.

Last night the circus had a good house, and no one would have thought that a typhoon had been anywhere near it. The amateur riding contest which was to come off last night, was postponed till to-morrow night, when there will be extra box seats and general sitting accommodation specially provided for the spectators. We feel sure that the Colonel will keep the audience in high spirits, with his "Abe" of comic songs to-night. The clowns "Pimples" and "Roberts" will also join in the fun. To-night a special change of programmes will be produced, and the judicious workers are invited to roll down and see the show. The circus will be in the Colony for only five nights.

**FOOTBALL LEAGUE.****FIRST DIVISION.**

The fixtures for the third round of the above division are as follows:—All the matches have been arranged to kick off at 4.30 p.m. sharp to-morrow. Losses of the game should not miss the match Club vs Buffs when no doubt, some good play will be seen.

Hongkong Football Club vs. Buffs, at the H.K.F.C. ground. Referees: Sapper Haigh, Kewin vs. R. E. at the Kowloon F.C. ground. Referees: Gunner March.

Naval Yard vs. R.G.A. at the Nav I. ground. Referee: Sergt. Edwards.

The following have been chosen to play for the Hongkong Football Club to-morrow afternoon vs. The Buffs, at the Club Ground at 4.30 p.m.—Goal: F. H. Kew, Backs: F. G. Carroll, J. McCubbin, Half-Backs: H. W. Kirby, H. C. Barlow, A. Gregory, Forwards: A. Aitchison, W. Weston, E. A. May, A. Whitmarsh, and J. Danby.

**SECOND DIVISION.****Fixtures 1909-10.**

L. R. C. vs. 87 Coy R. G. A. 88 Coy R. G. A. B. O. C. "A" Coy Buffs " M. R. C. "B" Coy Buffs " 87 Coy R. G. A. Must be completed on 23rd October.

L. R. C. vs. B. O. C. "A" Coy Buffs " 87 Coy R. G. A. "B" Coy Buffs " M. R. C. 88 Coy R. G. A. " 87 Coy R. G. A. Must be completed on 30th October.

L. R. C. vs. 87 Coy R. G. A. "A" Coy Buffs " B. O. C. 88 Coy R. G. A. " M. R. C. 89 Coy R. G. A. " B. O. C. Must be completed on 6th November.

L. R. C. vs. "A" Coy Buffs " 87 Coy R. G. A. "B" Coy Buffs " 87 Coy R. G. A. 83 Coy R. G. A. " 87 Coy R. G. A. M. R. C. " B. O. C. Must be completed on 13th November.

L. R. C. vs. 87 Coy R. G. A. "A" Coy Buffs " 87 Coy R. G. A. "B" Coy Buffs " B. O. C. 87 Coy R. G. A. " M. R. C. Must be completed on 20th November.

L. R. C. vs. B. O. C. "A" Coy Buffs " M. R. C. 88 Coy R. G. A. " B. O. C. 87 Coy R. G. A. " 88 Coy R. G. A. Must be completed on 4th December.

L. R. C. vs. B. O. C. 83 Coy R. G. A. " M. R. C. "B" Coy Buffs " 87 Coy R. G. A. Must be completed on 11th December.

L. R. C. vs. M. R. C. "A" Coy Buffs " B. O. C. 88 Coy R. G. A. " B. O. C. Must be completed on 18th December.

L. R. C. vs. B. O. C. "A" Coy Buffs " 87 Coy R. G. A. 88 Coy R. G. A. " 87 Coy R. G. A. M. R. C. " B. O. C. 83rd Coy R. G. A. " 88 Coy R. G. A. Must be completed on 25th December.

L. R. C. vs. B. O. C. "A" Coy Buffs " M. R. C. "B" Coy Buffs " 88 Coy R. G. A. 83rd Coy R. G. A. " B. O. C. Must be completed on 1st January.

L. R. C. vs. 87 Coy R. G. A. "A" Coy Buffs " M. R. C. "B" Coy Buffs " 88 Coy R. G. A. 83rd Coy R. G. A. " B. O. C. Must be completed on 8th January.

L. R. C. vs. "A" Coy Buffs " 83 Coy R. G. A. "B" Coy Buffs " 83 Coy R. G. A. 88 Coy R. G. A. " M. R. C. 87 Coy R. G. A. " B. O. C. Must be completed on 15th January.

L. R. C. vs. 88 Coy R. G. A. "A" Coy Buffs " B. O. C. "B" Coy Buffs " M. R. C. 83 Coy R. G. A. " 87 Coy R. G. A. Must be completed on 27th January.

"A" Coy Buffs vs. 83rd Coy R. G. A. 87 Coy R. G. A. " 88 Coy R. G. A. The dates given above matches must be adhered to as far as possible except by the order of the Emergency Committee.

Secretaries of Clubs will be notified of the grounds and names of referees each week.

**SECOND DIVISION.**

The second division open their first round to-morrow; two matches have been arranged to be played at the Military ground one at Lyman and the other at the Parade Ground. The matches fixed for to-morrow are:—

Lusitano Recreation Club vs. 83rd Co. R.G.A. at Lyman, 4 p.m. Referee: Mr. Hanson.

"A" Co. Buffs vs. Muslim Recreation Club, at 3 p.m. Military Ground. Referee: Sergt. Graham.

85th Co. R.G.A. vs. Boy's Own Club at 4.30 p.m. Military Ground. Referee: Sergt. Walsh.

"Buff."

"B" Co. Buffs vs. 87th Co. R.G.A. at 4 p.m. Parade Ground. Referee: Quarter-Master Sergt. Barnfather R.E.

The following will play for the Boys in the match against the 85th Co. R.G.A.:—Brenton, D. Dorward, J. Redfern, H. Goldenberg, Jackson, A. Abbas, I. E. Chauvet, Y. Abbas, G. Sabri, R. Blakemore, and L. E. Goldenberg. Reserve: H. Jira and H. Khan.

**CRICKET.****HONGKONG CRICKET CLUB v. GARRISON.**

The following team will represent the H. K. C. C. in the match to-morrow afternoon, commencing at 4.15 p.m.:—Maine, R. E. O. Bird, L. E. Bratt, A. A. Claxton, A. C. E. Elbrough, W. N. Edward, E. A. Fowler, R. O. Hutchison, H. R. Makio, R. E. H. Oliver, T. E. Pearce, W. C. D. Turner.

**C. C. vs. B. O. C.**

The Crocigower Cricket Club will meet the Boys' Own at a friendly game to-morrow afternoon in the former ground. Play will commence at 2 p.m. C.C.C. Team:—L. E. Lammett, R. Pasco, G. A. Hancock, W. H. Warriper, H. L. Manderson, R. Bass, L. A. Rose, R. A. Carvalho, S. E. Green, W. H. Vivash and J. D. Noria.

The "Boys" will be represented by:—S. B. Balliwa, K. Khan, W. Wong, Harris Lee, N. Maylong, H. J. White, H. W. Peterson, G. Summers, A. R. Ellis, B. Musket, and E. Steinfield.

**COMMERCIAL.****WEEKLY SHARE REPORT.**

Reviewing the share business for the week, Messrs. E. S. Kadourie &amp; Co. write this afternoon:—

The improvement in our market continues. The volume of business has increased and in several instances stocks have hardened. There has not been much done in Rubber Stocks during the week.

Banks.—Hongkong and Shanghai Banks having ruled fairly steady at \$95, several sales have taken place at the rate. The London quotation is unchanged. Nationalis continue firm at \$65.

Marine Insurances.—Cantons are weak and offering at \$172. In the North, Yangtsze are quoted at \$230 and North China at Tls. 120. Unions have changed hands at \$847; closing with further buyers.

Fire Insurances.—China Fires have been dealt in at \$114. There are sellers of Hongkong Fires at the advanced rate of \$380.

Shipping.—Doughglas are weak and on offer at \$33. Hongkong, Canton and Macao Steam-boats are easier with sellers at \$3. Indo-Chinas have once more come into demand and there are buyers at \$60 with no sellers. In Shanghai the price has improved to Tls. 43. Shell Transport have risen to 74/- at which rate buyers prevail. Star Ferries, old and new, are on offer at quotations.

Refineries.—China Sugars have attracted considerable attention, and after numerous sales at \$46 the market closes strong at \$46. Luxons are quiet and without business to report. Perak Sugars continue to rise, and at the close are wanted at Tls. 335.

Mining.—A further rise in Chinese Engineering has taken place and now buyers offer Tls. 204. Raubs continue on offer at \$8.

Docks, Wharves and Godowns.—Kowloon Wharves have risen to \$64, at which they close easier after sales. Whampoa Docks are quiet and have sellers at \$55. Shanghai Docks are firm with buyers at Tls. 76. Hongkew Wharves are unaltered and are obtainable at Tls. 140.

Lands, Hotels and Buildings.—In Hongkong Hotels there is no business to report, but shares could probably be placed at quotations. Hongkong Lands are firm with buyers at \$104; but they are none to be had at this price. Humphreys Estates continue on offer at \$51 without inducing buyers. West Points on a forced sale dropped to \$41, but there are buyers again and probably a higher price could be got.

Cotton Mills.—Hongkong Cottons have been sold at \$6, closing with further buyers. Ewos improved to Tls. 148, but can be had at the rate. According to latest mail advices to hand from the North changes in other Northern Mills are as follows:—Internationals, Tls. 88, Lau-Kung-Mow, Tls. 110, and Soi Chees, Tls. 460.

Miscellaneous.—China Providents have been sold at \$9 and are wanted. Dairy Farms are wanted at \$166 ex the dividend of \$1.20 per share paid on the 19th inst. Green Island Cements have further weakened to \$7 at which rate business has been done. Union Waterboats have been placed at \$101 and close in demand. Langkawi dropped to Tls. 750 during the week, but at the close have improved and are now quoted at Tls. 800. Sumatras are firm and wanted at Tls. 108.

Rubbers.—Anglo-Malays have been sold during the early part of the week at 16/-, but at the close have receded to 14/- with buyers. Balgownies are easier with sellers at \$66 after sales at \$70. Damansaras were sold at 81/6 and can now be had at a lower rate. Kuala Lumpur, after sales at 71/2, rose as high as 77/6, but at the close buyers only offer 71/2. The company has declared a dividend of 4/- per share. Lioggs are firm and wanted at 24/-, after sales at \$19 (S'pore). Ledbury have buyers at 47/6, and Saggas at 91/2. Gondwana have changed hands at 57/6. Sungai Chohi (partly paid) are in demand at 57/6. Sandycroft is firm and can be placed at \$720 (Singapore). Singapore and Johores are obtainable at \$110.

Dividends Payable.—Kuala Lumpur—dividend of 4/- for 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

October Settlement 29th October.

November " 29th November.

December " 29th December.

Dividends Payable.—Kuala Lumpur—dividend of 4/- for 1909.

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December " 29th December.

Dividends Payable.—Kuala Lumpur—dividend of 4/- for 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

## Shipping Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPIRE LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

"EMPIRE OF CHINA" SATURDAY, NOV. 6TH.

"MONTEAGLE" SUNDAY, NOV. 21ST.

"EMPIRE OF INDIA" SATURDAY, DEC. 4TH.

"EMPIRE OF JAPAN" SATURDAY, JAN. 16TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at — with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments, Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commission being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. GHADDI, OK, General Traffic Agent,

Corner Peader Street and Fraya (opposite Blake Pier).

11.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO-	FITZPATRICK	4,416	SATURDAY, 6th Nov. at Noon.
HAMA	Capt. E. R. Hutchison		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI V. SWATOW & AMOY.	DAIGI MARU	SUNDAY, 24th Oct., at 10 A.M.
	H. Mutuyama	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 21st October, 1909. [499]

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SUD	HAKATA-MARU, Capt. J. Dring.	WEDNESDAY, 27th Oct., at Daylight.
TSINGTAU, CHEFOO & NEWchwang	IVO MARU, Capt. T. Harrison.	WEDNESDAY, 10th Dec., at Daylight.
SHANGHAI	KAGA MARU, Capt. M. Hagiwara.	TUESDAY, 9th Nov. at Noon.
MANILA, YOKKAICHI AND YOKOHAMA	SHINANO MARU, Capt. K. Kawamura.	TUESDAY, 7th Nov. at Noon.
SYDNEY AND MELBOURNE	YAWATA MARU, Capt. T. Sakai.	FRIDAY, 29th Oct. at Noon.
VICTORIA, B.C. & SEATTLE	NIKKO MARU, Capt. M. Yagi.	FRIDAY, 26th Oct. at Noon.
CHINHUA	BINGO MARU, Capt. A. Christiansen.	SATURDAY, 30th Oct. at Daylight.
MANILA, TAMIING	NIKKO MARU, Capt. M. Yagi.	
MANILA, ANHUI	MOYORI MARU, Capt. J. G. Richards.	FRIDAY, 29th Oct.
MANILA, ZAMBOANGA AND USUAL	NIKKO MARU, Capt. M. Yagi.	TUESDAY, 26th Oct.
AUSTRALIAN PORTS	NIKKO MARU, Capt. A. Christiansen.	SATURDAY, 30th Oct. at Daylight.
SHANGHAI LINE.	CEYLON MARU, Capt. Fred. P. Price.	SUNDAY, 24th Oct.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhsia) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.		
Fares including wines—\$40 single, \$80 return.		
For Freight or Passage, apply to BUTTERFIELD & SWINE, AGENTS.		
Telephone No. 36.		
Hongkong, 22nd October, 1909.		[5]

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru.....(Capt. T. Murai).....On Friday, 22nd October.

Kitano Maru.....(Capt. F. E. COPE).....About Wednesday, 17th November.

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 15th December.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

T. KUSUMOTO, Manager.

Hongkong, 22nd April, 1909.

## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	8,540	R. Rodger	MANILA	SATURDAY, 23rd Oct. at 4 P.M.
RUBI	8,540	R. W. Almond	"	SATURDAY, 30th Oct. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 22nd October, 1909.

## Shipping Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU ..... 6,000 TONS GROSS ..... SAIL 26th Oct., 1909, at Noon.

S.S. MANSHU MARU ..... 5,000 " ..... 10th Dec., 1909, at Noon.

S.S. AMERICA MARU ..... 6,000 " ..... 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909. [257]

## Shipping Steamers.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 1909

Kamero 6,232 J. Matthe 18th Oct.

Aymaro 4,363 Boyd 16th Dec.

Suvirio 6,232 S. Shotton 1910

Oceano 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

## PAROLE EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings.

Hongkong, 21st October, 1909. [10]

## Shipping Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

## FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, Plymouth and London.

(Through Bills of Lading issued for Batavia, Persian Gulf, Continental America, and South African Ports.)

## THE Steamship

## "DELHI"

Captain G. W. Gordon, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.S. "Cilia," 7,912 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hong Kong.

Silk and Valuables, all Cargo and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Malma," due in London on 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

## For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 19th October, 1909. [14]

## "SHIRE" LINE OF STEAMERS, LIMITED.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "MONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON ..... £35.

For Freight or Passage, apply to

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

	Buying.
London—Bank T.T.	18 13/16
Do. demand	18/1
Do. 4 months' sight	1/1
France—Bank T.T.	2 18/1
America—Bank T.T.	42
Germany—Bank T.T.	1 77/1
India T.T.	1 29/1
Do. demand	130
Shanghai—Bank T.T.	74
Singapore—Bank T.T. per H. K. Stock	74
Japan—Bank T.T.	84
Java—Bank T.T.	104
Buying.	
4 months' sight L.O.	10 5/16
6 months' sight L.O.	10 7/16
30 days' sight San Francisco & New York	43/1
4 months' sight do.	44/1
30 days' sight Sydney & Melbourne	10 9/16
4 months' sight France	2 21/1
8 months' sight " "	25
4 months' sight Germany	182
Ber Silver	23
Bank of England rate	5%
Sovereign	11 53

## SHIPPING AND MAILS

## MAILS DUE

French (Armand Béché) 25th inst.  
Canadian (Empress of China) 28th inst.

Indian (Fookong) 3rd prox.

The C. N. Co.'s s.s. *Chincha* left Shanghai on 21st inst., and is due here on 24th inst.

The H. A. L. s.s. *Silva* left Singapore on 21st inst., a.m., and may be expected here on 27th inst.

The N. Y. K. s.s. *Hak-ta Maru*, European Line, left Shanghai for this port on 2nd inst., and is expected here on 25th inst.

The N. Y. K. s.s. *Bingo Maru*, European Line, left Singapore for this port on 2nd inst., and is expected here on 28th inst.

The N. Y. K. s.s. *Kaga Maru*, American Line, left Nagasaki for this port on 2nd inst., and is expected here on 26th inst.

The P. & O. S. N. Co.'s s.s. *Po-na* left Singapore for this port on 21st inst., at 10:30 a.m., and is due here on 26th inst., at 5 p.m.

The N. Y. K. s.s. *Atago*, from Singapore, &c. — Fine and clear, slight N.E. monsoon.

Str. *Arratooc Apac*, from Singapore, &c. — Fine and clear, slight N.E. monsoon.

Str. *Chiyuen*, from Shanghai:—Dull threatening weather to 11 o'clock House with high S.E. swell, then high sea, and moderate N.E. gale to Lancake, thence fine cloudy weather with variable winds.

Str. *Kweiyang*, from Daliy:—To Saddle Fresh S.E. winds, from thence to Lamock and strong N.E. gale and heavy sea with heavy rain squalls thence to pot moderate W.S.W. winds rainy overcast.

## VESSELS IN PORT.

STRAWMERS.

Albenga, Ger. s.s. 1,760\*, Lorenzen, 20th Oct., Funchow 19th Oct., Gen.—C. & Co.

August, Ger. s.s. 1,001, C. Klüppel, 14th Oct., Bangkok 6th Oct., Rice—B. & S.

Avis, Br. s.s. 2,451, Harry Gaukroger, 21st Oct., San Francisco 23rd Sept., Honolulu 30th, Yokohama 13th Oct., Kobe 14th, Nagasaki 16th, and Shanghai 19th, Mails and Gen.—P. M. S. S. Co.

Borneo, Ger. s.s. 1,341, F. Semilli, 12th Oct., Sandakan 6th Oct., Timber and Gen.—M. & Co.

Brant, Nor. s.s. 1,119, H. Evensen, 20th Oct., Hanjang 12th Oct., Gen.—Wallen & Co.

Chip Shing, Br. s.s. 1,190, F. Mooney, 20th Oct., Canton 19th Oct., Gen.—J. M. & Co.

Chiyo Maru, Jap. s.s. 13,426, W. W. Greene, 15th Oct.—San Francisco 14th Sept., Honolulu 21st, Yokohama 3rd Oct., Kobe 4th, Nagasaki 6th, and Manila 13th, Gen.—T. K. K.

Cholung, Ger. s.s. 1,021, J. Bruhn, 20th Oct., Bangkok 11th Oct., Rice and Meal—B. & S.

Eskdale, Br. s.s. 1,946, G. W. Duff, 12th Oct., Java 26th Sept., Sugar—D. & Co., Ltd.

Fausang, Br. s.s. 1,410, H. S. Maitlis, 10th Oct., Legat 8th Oct., Sugar—J. M. & Co.

Halimun, Br. s.s. 616, J. W. Evans, 21st Oct., Swatow 20th Oct., Gen.—D. L. & Co.

Hadi, Nor. s.s. 1,064, G. Solberg, 17th Oct., Bangkok 10th Oct., Rice—C. S. S. N. Co.

Hanoi, Fr. s.s. 610, J. Pannier, 21st Oct.—Hai-phong via Pakho, Hoihow, and Quong-chow-wan 14th Oct., Gen.—A. R. M.

Harford, Br. s.s. 2,716, Pope, 1st Sept.—New York 30th June, and Lubuan 15th Sept., Kerisina Oil—S. O. Co.

Hirano Maru, Jap. s.s. 5,820, H. Fraser, 21st Oct.—Singapore 15th Oct., Gen.—N. Y. K.

Hongkong Maru; Jap. s.s. 3,447, S. Togo, 16th Oct.—Moj 12th Oct., Gen.—T. K. K.

Kansu, Br. s.s. 1,97, R. Davies, 17th Oct.—Canton 16th Oct., Gen.—B. & S.

Lacerte, Br. s.s. 1,340, H. C. D. Frampio, 12th Oct.—Saigon 7th Oct., Gen.—W. Fat Sing.

Leisang, Br. s.s. 2,225, E. J. Tadd, 14th Oct.—Calcutta via Penang and Singapore 9th Oct., Gen.—J. M. & Co.

Legaspi, Br. s.s. 1,020, H. S. Maitlis, 10th Oct.—Manila 6th Oct., and Singapore 14th Oct., Gen.—H. A. L.

Ceylon, Br. s.s. 2,637, H. N. Rivers, R. N. R., 22d Oct.—Yokohama 6th Oct., Gen.—P. & O. S. N. Co.

Arratooc Apac, Br. s.s. 2,931, A. Stewart, 22d Oct.—Calcutta via Penang and Singapore 16th Oct., Gen.—D. S. & Co., Ltd.

Chiyuen, Chi. s.s. 1,177, C. Stewart, 22nd Oct.—Shanghai 17th Oct., Gen.—C. M. S. N. Co.

Kweiyang, Br. s.s. 1,044, M. Dawson, 22nd Oct.—Daliy 15th Oct., Beans and Gen.—B. & S.

Kwangtah, Chi. s.s. 1,160, Wm. H. Lunt, 22nd Oct.—Canton 21st Oct., Gen.—O. M. S. N. Co.

Onsang, Br. s.s. 1,78, E. S. Woolley, 22nd Oct.—Samarang 10th Oct., Sugar—J. M. & Co.

Tiengang, Br. s.s. 1,045, R. Y. Anderson, 22nd Oct.—Chingwatao 14th Oct., Coal—J. M. & Co.

Chowla, Ger. s.s. 1,055, F. Bruban, 22nd Oct.—Bangkok 11th Oct., Rice—Yueh Fui Hong.

Ten, Br. s.s. 1,346, A. W. Outerbridge, 21st Oct.—Manila 19th Oct., Gen.—B. & S.

Glamorganshire, Br. s.s. 3,689, H. C. Norris, 22nd Oct.—Japan 17th Oct., Gen.—J. M. & Co.

Seafarers at the Harbour Office.

Allyan, for Canton.

Quida, for Bankia.

Kwai-ting, for Amoy.

Ching-ting, for Canton.

Hutchow, for Chefoo.

Uppa, for Singapore.

Uppa Maru, for Kora.

Talson Maru, for Daley.

Daya Maru, for Shinbyea.

Himo Maru, for Molj.

Vorwarts, for Holkow.

Athos, for Singapore.

Brigades, for Shanghai.

## Departures

Oct. 22.

Chesun Maru, for Swatow.  
Hutchow, for Weihaiwei.  
Sterlor, for Singapore.  
Anku, for Shanghai.  
Nomur, for Shar-ghai.  
Myosaki Maru, for Singapore.  
Lion Chow, for Amoy.  
Samitshu Maru, for Sontabuya.  
Lion, for Canton.

Wesu, for Swatow.  
Kafang, for Manila.  
Quinta, for Sourabaya.  
King George, for New York.  
Glasius, for Singapore.  
Afko, for Singapore.  
Lyndhurst, for Chingwatao.  
Dala Maru, for Shibenyao.  
Brand, for Canton.

Passenger arrived.

Per Ceylon, from Yokohama—Miss Denning.

Mrs. Dibbin, Mr. and Mrs. Hollebone, Mr. and Mrs. Caldwell, 1 children, and infant, Meiss.

Tracey and Grant.

Per Arratooc Apac, from Calcutta, &c.—Messrs. W. S. Lawton, A. E. Sinclair, W. D. Thompson, Mrs. Judith and child, Mrs. Stewart and child, Miss Robinson, and 788 Chinese.

Per Aldingham, from Australian Ports for Hongkong—Mr. H. Butcher, Dr. and Mrs. J. Paul and maid; Capt. A. Carlos, Messrs. M. d'Almeida, C. F. Pedros, F. M. C. Leas, A. Fernandes, Mr. and Mrs. J. dos Santos, Messrs. S. Goncalves, J. Monteiro, Mrs. A. M. de Rego, Mrs. L. Hargis, Mrs. M. J. Sawyer, Mrs. P. Westhurn, Mrs. M. W. Weeks, C. Brockman, Mrs. Brockman, child and maid, Meiss. T. H. Ward, C. H. Logan, and 125 Chinese. For Shanghai—Mr. and Mrs. H. B. Stewart and child, and child, Miss Robinson, and Mr. C. S. Taylor. For Yokohama—Mr. H. B. Waterworth.

Per Team, from Manila—Mrs. Allyn.

Per Ceylon, from Yokohama for Hongkong.

Miss Denning. For London—Mr. Dibbin.

From Shanghai—Mr. J. Tracey, Mr. and Mrs. Caldwell, 2 children and infant, For Marseilles—Mr. and Mrs. Hollebone. From Foochow—Mr. L. M. G. Grant.

## Passengers departed.

Per Ceylon, for London and Marseilles—Mr. H. Dibbin, Mr. J. Tracey, Mr. and Mrs. Caldwell, 2 children and infant, Mr. and Mrs. Hollebone, Mr. Grant, Mrs. Inge, Mr. Felkin, Rev. W. Dixon, and Mr. Beach.

## Shipping Report.

Str. *Arratooc Apac*, from Singapore, &c. — Fine and clear, slight N.E. monsoon.

Str. *Chiyuen*, from Shanghai:—Dull threatening weather to 11 o'clock House with high S.E. swell, then high sea, and moderate N.E. gale to Lancake, thence fine cloudy weather with variable winds.

Str. *Kweiyang*, from Daliy:—To Saddle Fresh S.E. winds, from thence to Lamock and strong N.E. gale and heavy sea with heavy rain squalls thence to pot moderate W.S.W. winds rainy overcast.

## SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,969, J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.

Jutopolis, Br. 4-masted barque, 2,651, F. Doway, 14th Oct.—Canton, 13th Oct., Ballast—S. O. Co.

Lyndhurst, Br. ship, 2,144, Parcell, 16th Oct., Canton 15th Oct., Ballast—S. O. Co.

## DOCK RETURNS.

## HONGKONG AND WHAMPOA DOCKS.

On Lee ..... at Kowloon Dock

Nau-hau ..... "

H. M. S. Robin ..... "

Hongkong Maru ..... "

Suo On ..... "

## TAIKOO DOCKS.

S. Enoch ..... at Quarry Bay Docks

Yu-nan ..... "

Hupan ..... "

Locksun ..... "

Chivo Maru ..... "

## Ships Passed The Canal.

3rd September—Sydney, Prins Ludwig, Wakara Maru, 7th September—Sepia, Stam, Samuk Maru, 10th September—Anton, Bloemfontein, Ernest Stevens, Glenlogian, Glenesk, Oopack, Palermo, Sardina, Telamon, 14th September—Benavon, Beaufort, Braconshire, Jason, 17th September—Atiyana, Sado Maru, Goshen, Tsurane, Pithaing, 21st September—Petho, Indramaya, Awa Maru, Sambia, Glenarm, 24th September—Mitsima Maru, Namur, Slovenia, Tonka, Syria, Higan Maru, Moyane, 28th September—Baranya, Sapardon, Larist, 1st October—Armand Béché, Calcas, Andrawadi, Blago Maru, Cormarantine, Frono, Tamba Maru, 1st October—Indias, Andalusia, Balou, Demighikite, Ekerhov Frass, Ferdinand, Carrikkenshire, Glenlochy, Konang St., Skimosa 8th October—Persians, Australian, Manlana, Nava, China, Wo, 12th October—Balomona, Bramar, Ping Suay, Sumatra, Prism, Voronezh, 15th October—Kleist, Dordum, Descalet, Inaba Maru, Kawachi Maru, Pakong, Ernest Stevens (Aus), Silesia, 19th October—Descalet, 21st October—Kleist, Dordum, Descalet, 28th October—Kleist, Dordum, Descalet, 29th October—Kleist, Dordum, Descalet, 30th October—Kleist, Dordum, Descalet, 31st October—Kleist, Dordum, Descalet, 32nd October—Kleist, Dordum, Descalet

## SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

	NO. OF SHAKES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE, AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION FOR THE YEAR DIV.	CLOSING QUOTATION IN. S. & H.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$250,000 }	\$2,007,819	Interim of 1/2 for account 1909 @ ex 1/9 = \$22.72	4 % { \$905 sales (London £91.10)
National Bank of China, Limited	10,025	£7	£6	{ £4,000 \$150,000 \$250,000 }	\$30,552	£2 (London £6) for 1905-6	... 565 buyers
Marine Insurance	10,000	\$250	\$50	{ \$1,500,000 \$25,000 \$41,000 \$15,000 }	none	£14 for 1907	71 % \$172 sellers
Canton Insurance Office, Limited	10,000	£15	£5	{ £1,500,000 £10,000 £10,000 }	£1,160,512	Interim of 7/6 for 1908	51 % £16,115
North China Insurance Company, Limited	10,000	£15	£5	{ £1,500,000 £10,000 £10,000 }	£1,160,512	Final of £17 making £17 for 1907 and Interim of £30 for 1908	51 % £847 1/2, and b.
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,500,000 \$150,000 \$250,000 }	\$2,464,931	£12 and bonus £3 for 1907	71 % \$132
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,500,000 \$150,000 \$250,000 }	\$7,7,037	£6 and bonus £2 for 1907	7 % \$114 buyers
FIRE INSURANCES.						£27 for 1907	8 % \$382 sellers
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,500,000 \$150,000 \$250,000 }	\$375,341	£1 for 1906	... \$84 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$150,000 \$250,000 }	\$160,711	£1 for year ending 30.6.1908	7 % \$33
SHIPPING.						£1 for 1906	... \$33 sellers
China and Manila Steamship Company, Limited	30,000	£25	£20	{ £7,000 \$150,000 \$250,000 }	£1,085	£1 for 1906	... \$33 sellers
Douglas Steamship Company, Limited	20,000	£25	£20	{ £7,000 \$150,000 \$250,000 }	Nil.	£1 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	£25	£15	{ £7,000 \$150,000 \$250,000 }	£2,170	Interim of £14 for account 1909	71 % \$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£25	£8	{ £10,000 \$150,000 \$250,000 }	£13,755	£1 for 1907 on. Preference shares only @ ex 1/9/11/16—£1.54	... \$60
Do. (Deferred)	60,000	£25	£8	{ £10,000 \$150,000 \$250,000 }	£13,755	Final of £1.5 for 1908 and Interim of £1.5 for ex 1/9/11/16—£1.54	... \$74 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £10,000 \$150,000 \$250,000 }	£61,817	£1.00 for year ending 10.4.1909	4 % \$26
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$150,000 \$250,000 }	£9,121	£0.50 for year ending 10.4.1909	36 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$10,000 \$10,000 \$10,000 }	Dr. \$5,838	£5 for year ending 31.12.08	31 % \$146 1/2 buyers
Linson Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$135,823	£3 for 1897	... \$23
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 31,373	Tls. 31 for year ending 31.12.08	... \$135 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £11,289 }	£1,1556	Interim of £1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 20 1/2 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £11,289 }	£1,1556	No. 12 of £1/6—48 cents	... \$8 sellers
DOCKS, WHARVES, & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	£25	£15	{ £48,000 }	Dr. £7,422	£1.75 for year ending 31.12.08	... \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £50,000 £18,806 £10,000 }	£10,102	None	... \$64 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £18,842 £10,000 }	£145,162	Interim of £1/4 for account 1909	121 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 6,116	Final of Tls. 2 1/2 for year ending 3-4-09	61 % Tls. 751 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 60,000 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	61 % Tls. 140 sellers
LANDS, HORSES & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$1,000 \$1,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	51 % Tls. 105 buyers
Central Stores, Limited	50,181	£15	£15	{ £15,000 \$1,000 \$1,000 }	£24,011	Tls. 20 and 60 cents on first new issue	51 % Tls. 172 buyers
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £50,000 \$150,000 \$150,000 }	£10,272	Interim of £2.40 on old and 40 cents on new shares for account 1909	... \$72
Hongkong Land Investment and Agency Co., Ltd.	8,000	£50	£50	{ £14 of 8 \$100 }	£26,475	Interim of 3/8 for account 1909	61 % \$104 buyers
Humphreys Estate & Finance Company, Limited	50,000	£100	£100	{ £50,000 \$150,000 \$150,000 }	£5,486	60 cents for 1908	61 % \$92 sellers
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ £50,000 \$150,000 \$150,000 }	£278	£1 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,522,045 Tls. 100,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	61 % Tls. 120 sellers
West Point Building Company, Limited	12,500	£50	£50	{ none }	£1,968	Interim of Tls. 3 for account 1909	81 % \$41 buyers
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,339 \$20,000 }	£1,880	Tls. 5 for year ended 31.12.1908	31 % Tls. 148 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £10,000 \$10,000 \$10,000 }	£9,553	50 cents for year ending 31.7.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 3,372	Tls. 6 for year ending 30.9.06 (8%)	... Tls. 87
Leou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 4 for 1908	... Tls. 111
Soy Chas Cotton Spinning Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,011 }	Tls. 50 for 1906	... Tls. 460	... Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	19/8	19/8	{ £1,500 }	£648	15 % per share for 1908	9 % \$10 sellers
China-Borneo Company, Limited	60,000	£10	£10	{ Nil }	Nil.	£1.50 or 1908	... \$13 buyers
China Light and Power Company, Limited	50,000	£10	£10	{ £10,000 }	£61,138	50 cents for year ended 31.12.06	... \$91 buyers
Do. Do. special shares	50,000	£10	£10	{ £10,000 }	£3,407	80 cents for 1908	81 % \$101 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £10,000 }	£1,195	£1 for 20 years ending 31.7.09	10 % \$12 sellers
Dairy Farm Company, Limited	40,000	£7	£6	{ £10,000 }	£48	Interim of 35 cents for account 1909	10 % \$12 sellers
Green Island Cement Company, Limited	400,000	£10	£10	{ £10,000 }	£3,750	80 cents for year ended 31.12.08	8 % \$12 sellers
H. Price & Company, Limited	12,000	£10	£10	{ £10,000 }	£70	£1 and bonus 30 cts. for year ended 31.12.09	6 % \$10 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ none }	£1,195	Interim of 5¢ for account 1909	10 % \$10 sellers
Hongkong Ice Company, Limited	5,000	£10	£10	{ £10,000 }	£7,616	Interim of 5¢ for account 1909	10 % \$10 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	{ £10,000 }	£8,790	Interim of £1 for account 1909	81 % \$13 buyers
Maatschappij tot Milie, Bosch en Landsbouwzaak	55,000	£100	£100	{ Tls. 547,000 }	Tls. 316,582	Third quarter of Tls. 121 for account 1909	7 % Tls. 800 buyers
Peak Tramways Company, Limited	25,000	£10	£10	{ £10,000 }	£1,304	80 cents on fully paid shares and 8 cents on £1 paid shares for year ending 30.4.09	6 % \$13 buyers
Peak Tramways Company (new)	50,000	£10	£10	{ £10,000 }	£1,304	£1 paid shares for year ending 30.4.09	3 % \$9 sellers
Philippine Company, Limited	75,000	£10	£10	{ none }	None	None	... \$9 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 24,320 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	48 % Tls. 108 buyers
South China Morning Post, Limited	6,000	£10	£10	{ none }	Dr. £56,602	None	... \$131 buyers
Steam Laundry Company, Limited	10,000	£10	£10	{ none }	£326	40 cents for year ending 31.5.08	7 % \$13 buyers
Waterworks Company, Limited	10,000	£10	£10	{ none }	£172	60 cents for year ending 31.12.08	5 % \$101 buyers
United Asbestos Oriental Agency, Limited	10,000	£10	£10	{ £46,000 }	£342	60 cents per ord. share for year ending 31.5.09	64 % \$121 buyers
Watson, (A. S.) & Co., Limited	90,000	£10	£10	{ £300,000 }	£2,673	Final of 30 cents for 1908	61 % \$8 sellers
William Powell, Limited	10,000	£7	£7	{ none }	£341	Final of 30 cents making 80	